

§ 168.20

change or arise during the escort transit.

(c) In an emergency, the tanker master may deviate from the requirements of this part to the extent necessary to avoid endangering persons, property, or the environment, but shall immediately report the deviation to the cognizant Coast Guard Captain of the Port (COTP).

§ 168.20 Applicable vessels.

The requirements of this part apply to the following laden tankers of 5,000 gross tons or more:

- (a) All single hull tankers on the waters listed in § 168.40(a) and (b); and
- (b) All double hull tankers on the waters listed in § 168.40(a).

[USCG–2012–0975, 78 FR 50340, Aug. 19, 2013]

§ 168.30 Applicable cargoes.

The requirements of this part apply to any petroleum oil listed in 46 CFR Table 30.25–1 as a pollution category I cargo.

§ 168.40 Applicable waters and number of escort vessels.

The requirements of this part apply to the following waters:

(a) *Prince William Sound*: Each tanker to which this part applies must be escorted by at least two escort vessels in those navigable waters of the United States within Prince William Sound, Alaska, and the adjoining tributaries, bays, harbors, and ports, including the navigable waters of the United States within a line drawn from Cape Hinchinbrook Light, to Seal Rocks Light, to a point on Montague Island at 60°14.6' North, 146°59' West, and the waters of Montague Strait east of a line between Cape Puget and Cape Cleare.

(b) *Puget Sound and certain associated waters*: Each tanker to which this part applies must be escorted by at least two escort vessels in those navigable waters of the United States and Washington State east of a line connecting New Dungeness Light with Discovery Island Light and all points in the Puget Sound area north and south of these lights. This area includes all the navigable waters of the United States within Haro Strait, Rosario Strait, the Strait of Georgia, Puget Sound, and

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Hood Canal, as well as those portions of the Strait of Juan de Fuca east of the New Dungeness-Discovery Island line.

§ 168.50 Performance and operational requirements.

(a) Except as provided in paragraph (c) of § 168.10, at all times during the escort transit each tanker to which this part applies:

(1) Must be accompanied by escort vessels that meet the performance requirements of paragraph (b) of this section (but not less than the number of escorts required by § 168.40).

(2) Must have the escort vessels positioned relative to the tanker such that timely response to a propulsion or steering failure can be effected.

(3) Must not exceed a speed beyond which the escort vessels can reasonably be expected to safely bring the tanker under control within the navigational limits of the waterway, taking into consideration ambient sea and weather conditions, surrounding vessel traffic, hazards, and other factors that may reduce the available sea room.

(b) The escort vessels, acting singly or jointly in any combination as needed, and considering their applied force vectors on the tanker's hull, must be capable of—

(1) Towing the tanker at 4 knots in calm conditions, and holding it in steady position against a 45-knot headwind;

(2) [Reserved]

(3) Holding the tanker on a steady course against a 35-degree locked rudder at a speed of 6 knots; and

(4) Turning the tanker 90 degrees, assuming a free-swinging rudder and a speed of 6 knots, within the same distance (advance and transfer) that it could turn itself with a hard-over rudder.

[CGD 91–202, 59 FR 42968, Aug. 19, 1994, as amended at 70 FR 55730, Sept. 23, 2005]

§ 168.60 Pre-escort conference.

(a) Before commencing an escort transit, the tanker master shall confer, by radio or in person, with the tanker pilot and the masters of the escort vessels regarding the escort operation.

(b) The purpose of the pre-escort conference is for all parties to plan and